Dewan's reply.—You seem to have agreed before the Peishkar to pay some contribution towards the restoration of irrigation works in your taluk. Government are not going to compel you to contribute. Government are aware that, according to custom, they have to bear the entire cost of such works in your taluk. At the same time, as you yourself point out, the difficulty lies in the way of finding the necessary funds for the restoration of these tanks. The cost is enormous, and if Government are to do the whole thing at their own cost, the process must be necessarily slow and gradual. I shall take up the question as early as possible.

In regard to Kodayar irrigation, you say that the Tiruvitancode channel should be extended. I see that an estimate is under preparation for the extension of the channel for about six miles. When the estimate is received, it will be examined and I shall see what can be done.

You refer to the raising of the height of the Pachipara dam by 10 feet. I do not think that you mentioned this in your memorandum of subjects and there are no papers on the subject before me. You yourself say that there is only a proposal for raising the surplus weir of the dam by 5 feet. The P. W. D. must have investigated the possibility of raising the bund itself by 10 feet and must have probably thought that the only alternative is to raise the surplus weir by 5 feet. I have not seen the papers. I shall send for the correspondence and see it.

As regards your request to me to make a personal inspection of the tanks in your *pakuthies*, I shall certainly go over there. Please see me and remind me of it at the Cape where I am likely to go in about twenty days.

57. Roads, tolls and communications.

Mr. T. L. Jackson (Member, South Travancore Planters' Association) first spoke about the Pattanapuram-Vadasserikara road. He said that the Pattanapuram-Koni Section of 10 miles was at present in very bad repair, and in the monsoon hardly passable for traffic. In the present condition of the road, the Member regarded the toll gate put up by Government between the 9th and 10th miles as iniquitous, and requested Government to sanction the provisional estimate for Rs. 5,000 which, he understood, was before them for remetalling and constructing culverts on that portion of the road, and to begin the work at an early date.

The next road about which the Member spoke was the Ranni-Manimalai road. He understood that a sum of Rs. 10,700 had been already sanctioned for metalling the worst portions of the road, and that a portion of that amount had already been spent and a part of the road repaired. He communicated the thanks of his Association to Government for this and expressed the hope that the work would be continued.

The third road the Member referred to was the Quilon-Shencottah road. Portions of this road between Punalur and Shencottah were in very bad order, especially the Ghat section between the 29th and 45th miles. The Member understood that an estimate for Rs. 16,990 had been submitted to Government for sanction. He pointed out that the above-mentioned road being one of the chief outlet roads to British India, and having considerable traffic on it, Government should pay more systematic attention to it, and expressed the hope that the sum would be sanctioned and the work pushed to early completion.

Dewan's reply.—You have mentioned certain roads in regard to which you want money to be spent. You yourself say that allotments have been sanctioned for the improvement of these roads. I know these are roads in which timber traffic is carried on. They are liable to much damage by such traffic. That is why the allotments are made. I shall see that the money is spent and the roads are put in order. I know that the road near Kulathupuzha is very bad. I propose to go there and see it myself. I note the toll gate referred to by you. If the road is one which taps much traffic, I shall not abolish the toll gate. If it only causes inconvenience, it deserves to be abolished. That is a matter for careful consideration.

The Assembly adjourned at 5. 20 P. M.

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